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**1. WHAT IS AN ENVIRONMENTAL IMPACT STATEMENT (EIS)?**

An Environmental Impact Statement (EIS) is the official document disclosing potential impacts of proposed actions in a study area on the natural and built environment. The study must comply with the National Environmental Policy Act (NEPA) that requires extensive evaluation of environmental effects and public input related to federally funded transportation projects.

**2. WHY AN EIS?**

To address projected local and regional population growth and transportation demand in Utah County, the Utah Department of Transportation (UDOT) and its partners have initiated the I-15 Corridor Environmental Impact Statement, Utah County – Salt Lake County (I-15 Corridor EIS). The purpose of this EIS is to evaluate transportation and environmental issues and analyze potential travel options for approximately 65 miles of the I-15 corridor. As a decision-making document, an EIS is the last step in the study process before final design and construction can begin.

**3. WHAT IS “THE CORRIDOR”?**

In transportation, “corridor” is defined as a broad geographical band along which transportation improvements would be located. For the I-15 Corridor EIS, this band encompasses approximately 65 miles from Santaquin to the Salt Lake Intermodal Center.

**4. WHY IS SALT LAKE COUNTY PART OF THE STUDY?**

The I-15 Corridor EIS includes both Utah County and Salt Lake County in order to address projected local and regional population growth, travel demand and transportation system interconnectivity. Specifically, transit alternatives will be studied for the area between downtown Salt Lake City and Payson, while roadway options will be analyzed between 10600 South in Salt Lake County and Santaquin in Utah County.

**5. WHO IS COMPLETING THIS STUDY?**

The I-15 Corridor EIS project partners are UDOT and the Utah Transit Authority (UTA), along with Mountainland Association of Governments (MAG) and Wasatch Front Regional Council (WFRC), both of which are the local Metropolitan Planning Organizations (MPOs) that work closely with local governments. The federal decision-making agency is the Federal Highway Administration (FHWA).

**6. HOW DO PREVIOUS STUDIES TIE TO THIS ONE?**

Previous planning studies, including the Utah County I-15 Corridor Management Plan and the Inter-Regional Corridor Alternatives Analysis, recommended possible solutions to the area’s existing and future transportation challenges. Completion of a more in-depth EIS is the next step and will build upon the recommendations identified in past studies.

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**7. WHO WILL BE IMPACTED BY THIS STUDY?**

Due to the large geographic area incorporated in this study and because transportation issues impact virtually everyone, there are dozens of stakeholder groups representing very diverse publics—from environmental advocates to property owners and from elected officials to school children.

**8. ISN'T THE SOLUTION OBVIOUS—BUILD MORE LANES ON I-15?**

A variety of transportation solutions will be analyzed as part of the I-15 Corridor EIS. Many members of the general public have identified adding lanes as the solution to relieving congestion on I-15. However, one priority of the I-15 Corridor EIS is to provide education about other congestion-relieving options and to identify the optimal transportation solutions. Such options may include High-Occupancy Vehicle (HOV)—or carpool—lanes and increased transit service such as commuter rail or Bus Rapid Transit (BRT).

**9. WHO DECIDES WHAT HAPPENS HERE?**

Public input is critical to the EIS process. The public is encouraged to share opinions and suggestions that will help determine the transportation alternatives that are considered in the EIS. Based on this input and upon impacts to the natural and built environment, the partnering organizations will recommend the best transportation solutions to the transportation problems in the I-15 corridor and present them to the Federal Highway Administration (FHWA) for approval.

**10. WHAT PERFORMANCE MEASURES WILL BE USED TO EVALUATE ALTERNATIVES?**

As transportation needs in the area are defined, the EIS team will have a better idea of the performance measures that should be used to evaluate alternatives. In general terms, however, we will consider the capacity of each alternative to meet future travel demand as well as the impacts of each alternative, including potential relocations and cost. Public and agency comments in the early stages of the EIS will contribute to the development of specific measures for evaluating the alternatives.

**11. HOW CAN I BE INVOLVED IN THE STUDY PROCESS?**

Local businesses and residents, commuters and other stakeholder groups are invited to provide input and suggestions using any of the following methods:

- E-mail: [i15utahcounty@utah.gov](mailto:i15utahcounty@utah.gov)
- Toll-free comment line: 1-888-898-2111
- Project website: [www.udot.utah.gov/i15utahcounty](http://www.udot.utah.gov/i15utahcounty)
- Mail: I-15 Corridor EIS  
c/o Parsons Brinckerhoff  
488 E. Winchester Street, Suite 400  
Murray, Utah 84107

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